

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular and budget meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, October 25, 2010 in Room 161 of the AG & Extension Center, 1150 Bellevue Street, Green Bay, WI

Present: Norb Dantine, Bernie Erickson, Mike Fleck, Dan Haefs, Dave Kaster
Also Present: Tom Miller, Cathy Williquette, Brian Lamers, Chuck Lamine, Pat King, Bill Bosiacki, Chuck Larscheid, Judy Knudsen, Debbie Klarkowski, Jeff DuMez, Sara Perrizo, Carolyn Maricque, Ellen Sorenson, Andrea Konrath, Supervisors C. Andrews, K. Schuller, T. Theisen, B. Clancy, T. Lund, J. Krueger, M. Scray, and T. DeWane
Other Interested Parties, Media

I. Call Meeting to Order:

The meeting called to order by Chairman Bernie Erickson at 5:17 p.m.

II. Approve/Modify Agenda:

Motion made by Supervisor Fleck and seconded by Supervisor Kaster to approve the agenda as amended. MOTION APPROVED UNANIMOUSLY

III. Approve/Modify Minutes of September 27, 2010:

Motion made by Supervisor Kaster and seconded by Supervisor Fleck to approve. MOTION APPROVED UNANIMOUSLY

1. Review Minutes of:

- a. Planning Commission Board of Directors (8/4/10 & 9/1/10)
- b. Planning Commission Board of Directors Chapter 21 Subdivisions Ordinance Revision Subcommittee (7/19/10)
- c. Transportation Coordinating Committee (9/13/10)

Motion made by Supervisor Dantine and seconded by Supervisor Fleck to suspend the rules and receive and place on file 1a, b, & c.

MOTION APPROVED UNANIMOUSLY

BUDGET REVIEW

REVIEW OF 2010 DEPARTMENT BUDGETS:

2. Airport- Review of 2011 Department Budget:

Director Tom Miller highlighted activities expected in 2011:

- The FAA has indicated they plan to fund, along with the State, the construction of an aircraft rescue and firefighting facility at the Airport.
- The new ramp installed in front of the Jet Air facility this summer will be expanded approximately 40%.
- Unexpectedly, numbers show that passenger air traffic will increase over 2009 by 2% by year end.
- Staffing will remain the same with one position, an Airport Operations Manager, remaining open and unfunded.

- Contracts listed on page 128 of the budget book are a continuation of services which have been performed in the past at the airport, with one new listing - \$300,000 for marketing.

Additional questions regarding the budget asked by supervisors included long term disability, supplies, etc.

(Supervisor Haefs arrived 5:28 p.m.)

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve the 2011 Airport Department Budget and forward to the County Board. MOTION APPROVED UNANIMOUSLY

A discussion brought forward by Supervisor Haefs related to administrative salaries, presently suggested to be 2%, resulted in a suggestion that salaries be capped at \$50,000 or \$60,000, or \$1,000 or \$1,200 annually. The Internal Auditor was asked to run numbers for both of these figures to present at the November 8th budget meeting.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to request the Internal Auditor prepare numbers for capping salaries at \$50,000 or \$60,000 (\$1,000 or \$1,200) to present at the November 8th County Board budget meeting. MOTION APPROVED UNANIMOUSLY

3. **Register of Deeds - Review of 2011 Department Budget:**

Cathy Williquette addressed the committee, stating that the biggest change in the 2011 budget relates to new policy initiatives involving the tracking of Social Security numbers due to statutory change. This project is in process and speculated to run through 2014. Funding for the project will come from an additional \$5 recording fee and will be off the levy.

Other highlights included:

- An increase in operating expenses will be offset by recording fees.
- Personnel costs see an increase to reflect a cost of living wage. Other expenses have been reduced or held the same.
- No additional staff will be hired in the next budget year
- Expectation is that the same number of documents will be recorded in the next year and numbers will remain stable.

Ms. Williquette informed the committee that the Register of Deeds office will be returning \$400,000 to the General Fund which is based on real estate sales, indicating this is less than in previous years.

Motion made by Supervisor Fleck, seconded by Supervisor Dantine to approve the 2011 Register of Deeds Department Budget as presented and forward to the County Board. MOTION APPROVED UNANIMOUSLY

4. **Highway- Review of 2011 Department Budget:**

Brian Lamers distributed a handout relative to the proposed 2011 budget (attached), stating that department strategy is to maintain the existing level of service in carrying out winter and summer roadway and bridge maintenance, to continue to provide maintenance service, and to obtain maximum cost efficiency of personnel, equipment, and facilities. Lamers stated the plan for 2011 is to carry out 13.6 miles of reconditioning and 2.75 miles of major construction work funded with bonding, budget, and federal or local funding, with the goal to make annual improvements on an average of 18 miles in order to maintain the current pavement condition. As of 2010, the pavement condition

rating on the County Highway System has 108 miles of roadway in poor condition, or 30% of the system.

Major expense factors impacting the budget include fuel, overall equipment operation cost, steel cost which impacts the purchase of drainage culverts, snowplow blades, etc., labor and fringe benefit cost increases, General Transportation Aid, and new emissions standards.

Lamers indicated that State Transportation Aid to Brown County in 2011 is estimated at \$3,977,298, compared to the 2010 level of \$3,788,690. The proposed 2011 budget is \$1,797,168 (which reflects a 2011 increase in GTA of \$188,608, which needs to be approved as a levy reduction). The 2010 budget was \$1,983,312, showing a difference of \$1,797,168 or 9.39% in 2011. (See attached for details).

Supervisors Kaster and Dantine asked if chip sealing would not put off major projects for a few years with the result of saving dollars. However, Lamers, along with Supervisors Clancy and Fleck opined that the present philosophy to do a more permanent job was the better route to take.

A list of proposed highway and bridge improvement projects was distributed for the years 2011-2017 (attached).

Supervisor Kaster questioned what services could be contracted, i.e. snowplowing etc. with area townships, implying that winter staff may not be as utilized as they can be in the summer months. After a lengthy debate, Kaster suggested that salaries and benefits be cut by 5% or \$350,000. Financial staff indicated this amount would need to be defined as to where it would come from, noting that many of these projects come from the Planning Department and Solid Waste and are not on the levy.

Motion made by Supervisor Kaster, seconded by Supervisor Haefs to reduce salaries and benefits by 5%, or \$350,000, only on levy projects for the County, not projects within townships. No Vote

Additional discussion resulted in a suggestion that \$250,000 be taken from the maintenance budget, indicating they were willing to take the risk that maintenance would be less, and if not dollars would be taken from the General Fund.

Lamers distributed information related to pulverization and managing local roads for informational purposes (attached).

Motion made by Supervisor Kaster, seconded by Supervisor Haefs to remove \$250,000 from the County Highway maintenance budget and to increase the (GTA) General Transportation Aid by \$188,608; leaving \$77,168 on the levy. MOTION APPROVED UNANIMOUSLY

Motion made by Supervisor Dantine, seconded by Supervisor Fleck to approve the 2011 Highway Department Budget as amended and forward to the County Board. MOTION APPROVED UNANIMOUSLY

a. **Resolution re: Approving New or Deleted Positions during the 2011 Budget Process (Highway Department)**

Motion made by Supervisor Dantine, seconded by Supervisor Fleck to approve the Resolution Approving New or Deleted Positions during the 2011 Budget Process. MOTION APPROVED UNANIMOUSLY

5. **Planning & Land Services- Review of 2011 Department Budget:**

- a. **Planning Commission:**
- b. **Property Listing:**
- c. **Zoning:**

Chuck Lamine, Bill Bosiacki, and Pat King presented to the committee, highlighting the 2011 Planning & Land Services budget for all three departments, pointing out that Zoning is not on the levy. Lamine addressed the levy cost to operate the department, explaining that in 2009 the levy impact was \$882,422. Over the last two years, this amount has been reduced by 26.5%, with a percentage of 11.87% reduction between the 2010 and 2011 budget years, or a total budget in 2011 at \$648,439.

Policy initiatives were highlighted:

- Land Records update as adopted by the County Board in September will be implemented which will get information on the Internet and reduce printing costs.
- Brown County Shoreland and Wetland update as required by NR115 will be implemented with a \$5,000 grant.
- Budget includes no increases or decreases in staffing. A Senior Planner position not funded in 2010 will continue to be unfunded and unfilled.

A deduction in membership funding is shown resulting from the decision not to use the Bay Lake Regional Planning Commission in the future. Rates and fees remain stable.

Motion made by Supervisor Haefs, seconded by Supervisor Dantine to approve the 2011 Planning & Land Services Department Budget as presented and forward to the County Board.

MOTION APPROVED UNANIMOUSLY

6. **Port/Solid Waste- Review of 2011 Department Budget:**

Chuck Larscheid distributed a handout relative to the 2011 Port & Solid Waste budget (attached), explaining that the Transfer Station, Gas-To-Energy, Household Hazardous Waste, Recycling, and General Office Cost Center have been separated in the 2011 budget.

Solid Waste Department highlights included:

- 2011 will be the last year of hauling and disposing of waste in the Winnebago County Landfill. In 2012, the Outagamie County landfill will open and become the regional site. It is expected that Brown County's waste hauling costs will decrease because less mileage.
- The Single Stream Facility will enter its 2nd full year of operation in 2011 and has been operating within estimated budgets.
- The Waste Transfer Station regular waste tipping fee is proposed to increase by \$1 to \$39/ton or 2.63%.
- Staffing for the Port & Solid Waste Department operations has been decreased to 13.48 FT employees from 14.40. Positions include reduction of typist hours, and hours of a student intern.

Port Department highlights include:

- Port will participate in the federal closure of Renard Isle and restoration of the Cat Island Chain.
- A Great Lakes' Restoration Initiative of \$2M was received to load, haul, and place cover materials on Renard Island.
- A \$1.5M Great Lakes' Restoration Grant was received to construct 1.5 miles of structural spine of the Cat Island's protective core.

Port & Solid Waste Departments are budgeting in 2011 to transfer \$157,900 for

rent revenues and \$34,019 for in lieu of tax payments for properties to the County's general fund.

Motion made by Supervisor Haefs, seconded by Supervisor Fleck to approve the 2011 Port/Solid Waste Department Budget as presented and forward to the County Board. MOTION APPROVED UNANIMOUSLY

- a. **Resolution re: Approving New or Deleted Positions during the 2011 Budget Process (Port & Solid Waste Department):**

**Motion made by Supervisor Dantine, seconded by Supervisor Fleck to approve the Resolution Approving New or Deleted Positions during the 2011 Budget Process (Port & Solid Waste Department).
MOTION APPROVED UNANIMOUSLY**

7. **UW-Extension- Review of 2011 Department Budget:**

Judy Knudsen highlighted the UW-Extension 2011 budget as follows:

- An initial reduction of 5% was taken off the tax levy in the areas of program supplies, phone system, printing and postage.
- A special services grant will conclude in 2011 from the UW Madison Medical School which provided for 40% of salaries.
- Salaries for four employees under professional services are projected to remain flat due to the continuation of furlough days.
- A reduction of \$5,000 for the salary of the 4H program assistant position.
- The budget shows more accurate revenue projections with the possibility of receiving grant dollars.

Motion made by Supervisor Dantine, seconded by Supervisor Fleck to approve the 2011 UW-Extension Department Budget as presented and forward to the County Board. MOTION APPROVED UNANIMOUSLY

- a. **Resolution re: Approving New or Deleted Position during the 2011 Budget Process (UW Extension):**

**Motion made by Supervisor Fleck, seconded by Supervisor Kaster to approve the Resolution Approving New or Deleted Positions during the 2011 Budget Process (UW-Extension).
MOTION APPROVED UNANIMOUSLY**

Non-Budget Items

Communications:

8. **Communication from Supervisor Kaster re: Review the policy regarding road construction, road maintenance, chip sealing, snowplowing, and the cutting of grass along county trunks and explore the contracting of such services. *Referred back from September PD&T.***

Motion made by Supervisor Fleck, seconded by Supervisor Dantine to receive and place on file. MOTION APPROVED UNANIMOUSLY

9. **Communication from Supervisor Kaster Re: Explore with possible action on a low cost maintenance program for roads – such as chip sealing. *Referred from October County Board.***

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. MOTION APPROVED UNANIMOUSLY

10. **Communication from Supervisor Kaster re: Explore with possible action on bidding out road construction, reconstruction, resurfacing, chip sealing, etc. Referred from October County Board.**

A handout including the annual prevailing wage rate in Brown County was distributed and is attached. Supervisor Kaster asked that this item be held for one month allowing time to review. He expressed concern that municipalities are getting the lowest price on projects they share with the County and would like to see them bid out. Brian Lamers explained that many parts of the individual projects are bid out such as for concrete and sewer, that County Highway usually does the base course, asphalt, and landscaping.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to hold for one month. MOTION APPROVED UNANIMOUSLY

11. **Communication from Supervisor Theisen: That the Brown County Board adopt a resolution to the U.S. Senate and House of Representatives objecting to a Federal regulation which will require wasting over \$1.7 million building the Renard Island Causeway and to recommend putting the project on hold until the issue is resolved. Referred from October County Board.**

Supervisor Theisen distributed a Green Bay Press Gazette article explaining that the federal government has awarded a contract to build a causeway to Renard Isle to a Milwaukee company for more than three times what two Green Bay area companies bid, or a difference of more than \$1.7 million. (See attached article for details) The U.S. Army Corps of Engineers has awarded a contract in the amount of \$2,423,336 to Nuvo Construction of Milwaukee to build the causeway that will be used to haul material to eventually cover contaminated Fox River sediment. Theisen explained that although local contractors, PTS, and Advance Construction bid on the job for approximately \$700,000, they were refused because Brown County is not located in a "hub zone" an area established by the Small Business Administration to generate economic development.

Theisen distributed a draft resolution to be sent to US Senators and Congressman disputing this action (draft attached), asking that the Brown County Board go on record urging the Army Corps of Engineers to rebid the project and award to the low bidder.

Motion made by Supervisor Haefs, seconded by Supervisor Dantine to approve the Resolution as amended. MOTION APPROVED UNANIMOUSLY

Planning and Land Services

Land Information – No agenda items

12. **Planning Commission – Budget Status Financial Report for September 2010:**
13. **Property Listing - Budget Status Financial Report for September 2010:**
14. **Zoning - Budget Status Financial Report for September 2010:**
15. **Register of Deeds - Budget Status Financial Report for September 2010:**
16. **UW-Extension - Budget Status Financial Report for September 2010:**

Airport

17. **Budget Status Financial Report for September 2010:**

Motion made by Supervisor Dantine, seconded by Supervisor Fleck to suspend the rules and receive and place on file #'s 12 through #17.

MOTION APPROVED UNANIMOUSLY

18. **Director's Report:**
No Report. No Action.

Port/Solid Waste

19. **Port Area Budget Status Financial Report for September 2010:**

Motion made by Supervisor Dantine, seconded by Supervisor Haefs to receive and place on file. MOTION APPROVED UNANIMOUSLY

20. **Solid Waste Budget Status Financial Report for September 2010**

Motion made by Supervisor Dantine, seconded by Supervisor Haefs to receive and place on file. MOTION APPROVED UNANIMOUSLY

21. **Cat Islands Restoration Update:**

Chuck Larscheid addressed the Cat Island restoration project, explaining that a Harbor Assistance Grant of \$7.1M is available from the state. A cooperative agreement is being drafted with the U.S. Corps of Engineers. \$1.5M grant agreement was signed with the EPA for the Great Lakes Restoration, including money for Cat Island. Also under discussion are Natural Resource Damage Assessment Funds with Fish & Wildlife for \$800,000. Brown County is working on procuring permits and easements. A public meeting was held including a 30 day comment period, and 30 days for DNR review.

Motion made by Supervisor Dantine, seconded by Supervisor Fleck to receive and place on file. MOTION APPROVED UNANIMOUSLY

22. **Renard Island Closure Update:**

County Executive Hinz has been in contact with the Corps of Engineers regarding awarding the causeway project discussed in #11 to an out of area contractor. He has been told it is a federal issue. Larscheid also reported that he has talked to Congressman Kagan's office whom state they are reviewing the matter.

At this time the Wisconsin DNR has signed off on the construction of a temporary causeway for Renard Island including Chapter 30 Water Quality Certification. Staff is busy identifying material for the Renard cover which will need to meet minimum DNR standards.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. MOTION APPROVED UNANIMOUSLY

23. **Director's Report:**

Larscheid highlighted the following activities during the last reporting period:

- Two Foreign Trade Zone participants are halting their operations, meaning that Brown County will lose \$48,000 in the Port budget
- Bay Port is being expanded by increasing the height. In addition, plans are being made to build two additional dry cells on land purchased from the City of Green Bay off of Military Road.
- Highway 41 interchange is being negotiated with the DOT for the use of encapsulated sediment in the building of on and off ramps
- Tonnage is up 6% over last year

- Federal government has approved Brown County and the City of Green Bay to settle out of court PCB Fox River litigation.
- Terms of an agreement with the Waste Gasification Project/ Oneida Seven Generation Corporation is being review by staff and Corporation Counsel.

Motion made by Supervisor Fleck, seconded by Supervisor Kaster to receive and place on file. MOTION APPROVED UNANIMOUSLY

Highway:

24. September Budget to Actual (attached)

Motion made by Supervisor Fleck, seconded by Supervisor Dantine to receive and place on file. MOTION APPROVED UNANIMOUSLY

25. Final Design and Measurements of Highway GV with possible action: (B) If the County can reach an agreement to purchase the home of Victor Hoffman (not the property) at the cost to Brown County only. (*Referred back to PD&T Committee as per the County Board on 10/20/2010*)

Chairman Erickson indicated that because of federal tax liens and unpaid taxes on the Victor Hoffman residence, both Corporation Counsel and Board Attorney, Fred Mohr, have advised that Brown County not purchase the property.

Motion made by Supervisor Fleck, seconded by Supervisor Haefs that, on the advice of Corporation Counsel and the County Board attorney, that the County not purchase the residence of Victor Hoffman.

Ayes: Dantine, Erickson, Fleck, Haefs

Nays: Kaster

MOTION APPROVED

Other

26. Audit of Bills:

Motion made by Supervisor Fleck, seconded by Supervisor Haefs to approve audit of bills. MOTION APPROVED UNANIMOUSLY

27. Discussion of meeting dates for November & December 2010. (Scheduled meeting dates: November 22 (4th Monday) or November 29 (5th Monday), 2010 & December 27, 2010.

November LCC-PDT meeting will be held on November 29th.
December LCC-PDT meeting will be held on December 27th.

28. Such Other Matters as Authorized by Law:

Motion made by Supervisor Fleck and seconded by Supervisor Dantine to adjourn at 9:17 p.m. MOTION APPROVED UNANIMOUSLY

Respectfully submitted,

Rae G. Knippel
Recording Secretary

HIGHWAY DEPARTMENT PROPOSED 2011 BUDGET OVERVIEW

A. 2011 BUDGET STRATEGY:

The 2011 budget strategy is to maintain the existing level of service in carrying out winter and summer roadway and bridge maintenance on 360 centerline miles (785 lane miles) of county trunk highways; and continue to provide contract maintenance service on 157 centerline miles (713 lane miles) of State highways, and approximately 365 lane miles of local roads and streets in 9 towns, to obtain maximum cost efficiency of personnel, equipment and facilities. Also to continue to provide construction services to the Solid Waste Department on the Bayport dredge material holding cells, and to other County departments.

With the scheduled additional lane miles (approximately 65) on State Highway 41 and the proposed 20+ roundabouts in the near future, the Highway Department will be reviewing any future additional needs with the Wisconsin Department of Transportation (WisDOT).

We will be carrying out 13.6 miles of reconditioning and 2.75 miles of major construction work funded with bonding, budget, federal or local funding. The goal is to make annual highway improvements on an average of 18.0 miles in order to maintain the current pavement condition.

As of 2010, the pavement condition rating on the County Highway System has 108 miles of roadway in poor condition, which represents 30% of the System.

The major expense factors impacting the proposed 2011 budget include the following:

- Diesel fuel has a major impact on roadway maintenance operations and road construction work. In 2004, the average cost of diesel fuel (without state tax or handling) was \$1.04 per gallon, and in 2005 we averaged \$1.72 per gallon, which represented a 65% increase. In 2006, we averaged \$2.04 per gallon, which was a 19% increase from 2005. In 2008, we averaged \$2.86 per gallon, in 2009 the average was \$1.67 per gallon and in 2010, we are averaging \$2.19 per gallon (through September). The Highway Department uses approximately 300,000 gallons of diesel fuel per year.
- Overall equipment operation cost did decrease, mainly due to fuel cost decreases. The State of Wisconsin sets the equipment rates using cost for the past 5 years of all Wisconsin Counties and in 2009 the average equipment cost went up 8.87% compared to 2008. In 2010, the average equipment cost went up 7.89% in January and another 2.20% in June, compared to 2009.
- Steel cost continues to rise, which impacts the purchase of drainage culverts, snowplow blades, equipment repair, and new equipment purchases.
- Labor and fringe benefit cost increases for both administrative and union employees. A 2011 Teamster Union contract for 80 Highway Department employees has been estimated, but not settled, for a 2.0% increase for January through September with an additional 0.5% increase for October through December.
- General Transportation Aid, based on the Highway Department's maintenance and construction cost average for the past 5 years (2005 to 2009), as compared to expenses incurred by the other 71 Wisconsin Counties.
- New emissions standards will be increasing the cost of our snowplow trucks by approximately \$10,000/per truck.
- Brown County places a request for bids on salt with the Wisconsin Department of Transportation. For the 2010/11 season, there will be a decrease in salt cost of \$5.22/ton, which represents a decrease of 9.22% from the 2009-10 season.

B. ANALYSIS OF BUDGET LINE ITEMS:

1. Salary and Fringe Benefits:

The overall salary and fringe benefit cost in 2011 will amount to \$7,248,141, which amounts to an increase of \$522,789 compared to 2010. The total amount of salary includes a turnover reduction of \$0, compared to \$86,586 in 2010. (In 2011, added summer help of \$75,349, which has never been reflected on the salary schedule before.)

The Highway Department, functioning as an enterprise fund under WisDOT accounting standards, does not specifically budget a line item for salaries and fringes. Labor costs are included under Administration, Highway Maintenance, Highway & Bridge Improvements, and Contract Maintenance & Construction Work.

2. Personnel Revisions:

None.

2010 FTE's = 92.3 employees

2011 FTE's = 96.3 employees *(Due to the budget presentation, changes made where summer help are now being added where in the past they were not included in the FTE's.)*

3. Capital Outlay:

A. Road Construction.

The road construction capital outlay includes funding for engineering design work and plan development on CTH B (roundabout at CTH HS) in the Village of Suamico, along with reconstruction projects on CTH EE and CTH VK (which will be constructed in conjunction with the WisDOT's USH 41 reconstruction project), and a County recondition project on CTH X.

In addition, the road construction capital outlay includes culvert replacements, guardrail installations and other miscellaneous items for the programmed 2012 reconditioning projects.

Proposed 2011 Cost = \$1,470,000

2010 Budget = \$1,287,885

Difference = + \$182,115

B. Bridge Construction.

There will be no major bridge deck repair projects carried out in 2011.

Proposed 2011 Cost = \$0

2010 Budget = \$0

Difference = \$0

C. Equipment Purchases.

The major equipment outlay cost (\$494,000) consists of the replacement of three (3) snowplow trucks (1 quad-axle, 1 single-axle & 1 tandem-axle). Other major equipment purchases include the payoff of a rent-to-buy motorgrader, the replacement/purchase of a solar-powered arrow board, an air compressor, three (3) trailers, a compactor, a pressure washer, a loader with wing and plow, two (2) fork lifts, a pickup truck and message board.

Equipment purchases are funded 100% from Machinery Fund Revenue, and no levy dollars are expended on equipment.

Proposed 2011 Cost = \$1,000,000

2010 Budget = \$1,000,000

Difference = \$0 (0%)

4. Highway Maintenance:

The winter snowplowing and ice control budget for 2011 will remain the same at \$1,460,000 (\$0 / 0%). If a severe winter is encountered in January to April or November to December 2011, additional General Fund dollars may need to be requested. The winter maintenance budget funds will cover an average winter season.

Public demand for improved ditch drainage, roadway pavement repair, and mowing & brush removal, all contribute to the high level of county highway maintenance funding of \$1,785,000, which has been reduced by \$30,000 for surface maintenance and \$40,000 for mowing & brush control from the 2010 budget.

Continuous surface maintenance is needed for additional maintenance to extend the life of certain highways. In addition, WisDNR storm water runoff regulations are requiring more frequent street sweeping to control runoff pollution from entering streams and waterways.

Increased salary/fringe benefit costs of the Highway crew workers, higher equipment operation cost, and increased lane miles also add to higher road and bridge maintenance costs; however this will be offset by a reduction in surface maintenance and shoulder maintenance.

Proposed 2011 Cost = \$4,070,000
2010 Budget = \$4,140,000
Difference = - \$70,000 (- 1.72%)

5. Administration:

Administration cost can basically be divided into two (2) main categories:

a.) Highway Office Personnel, Superintendent, Office Expense & Utilities

Proposed 2011 = \$729,300
2010 Budget = \$722,845
Difference = + \$6,455 (+ 0.9%)

b.) Data Processing, Insurance Cost, & Indirect Cost

Proposed 2011 = \$292,755
2010 Budget = \$302,184
Difference = - \$9,429 (- 3.12%)

Insurance cost went from \$93,686 in 2010 to \$93,348 in 2011, which represents a decrease of \$338. Indirect cost went from \$105,889 in 2010 to \$109,935 in 2011, an increase of \$4,046. Information Services charges went from \$87,609 in 2010 to \$74,472 in 2011, a decrease of \$13,137.

Proposed 2011 Cost = \$1,022,055
2010 Budget = \$1,025,029
Difference = - \$2,974 (- 0.29%)

6. Local Bridge Aid:

The County's matching share of local bridge aid for the 13 towns and the Villages of Ashwaubenon, Bellevue, Hobart, Howard & Suamico will decrease from \$261,000 in 2010 to \$0 in 2011, a decrease of \$261,000 (*with the current balances in the bridge fund, it was determined that municipalities should use up the restricted funds they currently have before levying additional funds*).

Proposed 2011 = \$0
2010 Budget = \$261,000
Difference = - \$261,000 (- 100%)

7. Revenue:

State Transportation Aid to Brown County in 2011 is estimated at \$3,977,298 * compared to the 2010 level of \$3,788,690.

State Highway maintenance work is also estimated to remain the same at \$2,800,000 in 2011.

The major reduction is \$261,000 from the Bridge Fund that came in from the municipalities in 2010 compared to 2011.

Proposed 2011 Revenue = \$9,235,758
2010 Budget = \$9,325,150
Difference = - \$89,392 (- 0.96%)

C. COUNTY LEVY FUNDS:

Proposed 2011 Budget.....\$1,797,168 *
2010 Budget.....\$1,983,312
Difference.....- \$186,144 (- 9.39%)

The 2011 levy is \$1,797,168, which represents a decrease of \$186,144 from the 2010 level.

*** This amount reflects a 2011 increase in GTA (General Transportation Aid) of \$188,608; which needs to be approved as a levy reduction.**

**PROPOSED
HIGHWAY & BRIDGE IMPROVEMENT PROJECTS
2011-2017**

COUNTY HIGHWAY	PROJECT LOCATION	MILES	PROPOSED IMPROVEMENT	PREVIOUS IMPROVEMENT	YEARS
CTH T	Caledonia Drive to STH 57 Towns of Scott & Green Bay	4.43	2011	1983/2000	11-28
CTH D	CTH Z to STH 96 Towns of Holland & Wrightstown	3.51	2011	1990	21
CTH MM	CTH G to Shadow Lane Town of Ledgeview	2.58	2011	1990	21
CTH D	CTH Z to Plum Creek Town of Holland	1.42	2011	1990	21
498 Reconstruct - Contractor CTH DD	Van Dyke Road to RR Tracks @ STH 96 Village of Wrightstown	0.66	2011	2002	9
CTH X	CTH PP to the East River Town of Ledgeview	1.00	2011	1984	27
CTH EE	USH 41 to Ashwabuenon Creek Bridge Town of Lawrence	0.12	2011	1989	22
CTH G	CTH V to STH 96 Towns of Ledgeview & Glenmore	4.76	2012	1984	28
CTH C	Catherine Drive to Glendale Ave Village of Howard	2.46	2012	1994	18
CTH C	Glendale Avenue to Anston Road Town of Pittsfield	2.28	2012	1988	24
CTH KB	Wisconsin Ave to CTH P Village of Denmark	1.51	2012	1977	35
CTH M	1.0 Mile North of Lineville Road to CTH B Village of Suamico	3.60	2012	1993	19
CTH K	STH 57 to Mercier Road Town of Scott	3.34	2012	1987/2000	12-25
CTH J Lakeview Drive	Lineville Rd to Harbor Lights Rd Village of Suamico	2.00	2013	1989	24
CTH NN	CTH Z to Cooperstown Road Town of Morrison	3.01	2013	1983	30
CTH P	Pine Grove Road to CTH KB Town of New Denmark	4.00	2013	Mill + Profile - 1997 Needs Base	16
CTH P	CTH N to Pine Grove Road Towns of Humboldt & Eaton	6.00	2013	1995	18
CTH P	CTH KB to CTH R Town of New Denmark	1.20	2013	1994	19
CTH N Humboldt Road	Spartan Road to the E. County Line C. Green Bay & T. Humboldt	6.09	2014	1995	19
CTH D Lost Dauphin Road	STH 96 to Bridge @ Red Maple Towns of Lawrence & Wrightstown	7.80	2014	1995	19
CTH ZZ	STH 57 to the Village Limits Towns of Wrightstown & Rockland	5.15	2014	1992-1997	17-22
CTH W	STH 96 to the South County Line Town of Morrison	7.03	2015	1992-1994	21-23
CTH NN	STH 96 to Cooperstown Road Towns of New Denmark & Glenmore	2.00	2015	Mill + Profile - Needs 2000 Base	15
CTH JJ	CTH QQ to Micolichek Lane Town of Eaton	1.10	2015	1995	20
CTH C	CTH B to CTH U Town of Pittsfield	2.69	2015	Overlay 1998	17

CTH ZZ	STH 96 to the West County Line Village of Wrightstown	1.70	2015	1993/1995	20-22
CTH R	CTH KB to Langes Corner Road V. Denmark & T. New Denmark	3.09	2016	1958	58
CTH R	Langes Corner Road to USH 141/29 V. Denmark & T. New Denmark	4.57	2016	1958	58
CTH DDD	CTH DD to Frontage Road V. Wrightstown & T. Wrightstown	1.85	2016	1998	18
CTH IR Reforestation Road	CTH B to the End of the Road Village of Suamico	1.78	2016	1995-1996	19-20
CTH XX	Railroad Crossing (N or Westminster) to the Green Bay City Limits Village of Bellevue	0.23	2016	1975	41
CTH T	CTH R to Cooperstown Road Town of New Denmark	0.56	2016	1994	22
CTH HS Velp Avenue	Glendale Avenue to CTH B Villages of Howard & Suamico	5.33	2017	1989-1991	26-28
CTH GE	STH 54 to STH 172 Village of Hobart	0.83	2017	1998	19
CTH T	CTH N to STH 54 Towns of Humboldt, Scott & Green Bay	2.50	2017	1987-1997	20-30
CTH KB	Prospect/Wisconsin to Grand Avenue Village of Denmark	0.44	2017	1996	21
CTH T	North Avenue to Blahnik Road Towns of New Denmark & Eaton	5.48	2017	1998	19
CTH IV	CTH P to Gate @ Sewer Plant Town of Humboldt	0.80	2017	1987	30

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Besides utilizing 100 percent of existing materials, pulverization corrects cross-section problems and increases the load-bearing strength of the base.

Pulverization gains traction on local roads

PAVEMENT LIFE and durability depend on timely maintenance measures that keep a road in good condition as long as possible. When routine crack filling, seal coating or thin overlays no longer are effective, road reconstruction or rehabilitation are the alternatives.

Over the past decade, more Wisconsin counties and municipalities have chosen rehabilitation to repair roads with a PASER rating of 4 or less, using in-place pulverization of materials as a practical way to rebuild seriously deteriorating roads.

Pulverization techniques

A common and effective pulverization technique for these roads is Full-Depth Reclamation (FDR). FDR involves pulverizing and compacting the bound asphalt pavement layers and base material together, sometimes with stabilizing agents, to produce a good-quality base for the rebuilt road.

Standard specifications in Section 325 of the Wisconsin Department of Transportation term this process "pulverized and re-laid pavement." Model specifications in the TIC Bid Documents for road construction also use the WisDOT language to describe in-place pulverizing of existing asphaltic pavement and underlying base materials to construct a new base.

The Asphalt Recycling and Reclaiming Association (ARRA) notes that besides utilizing 100 percent of existing materials, pulverization corrects cross-section problems and increases the load-

bearing strength of the base. A typical pulverization takes a day to complete and allow local traffic to resume.

Bill Kahl, owner of WK Construction in Middleton, works on pulverization projects in Wisconsin and neighboring states. He has seen road recycling grow in popu-

evaluate the additive question as part of a site evaluation.

Evaluate existing road

A site evaluation of the road is critical before investing time and money on a solution. In most cases, this means taking core samples or digging a hole to



The pulverization process grinds and combines old asphalt layers with existing base materials to create a strong base for new overlay.

COURTESY PAYNE AND DOLAN INC.

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larity in Wisconsin as local governments look for alternatives to costly reconstruction.

Slower to gain endorsement here, Kahl says, is the use of additives to stabilize the base materials. WK uses asphalt emulsion or foamed asphalt on most FDR projects. Other additives on the market include cement, fly ash and lime. The most effective additive depends upon the type and condition of the existing base and subgrade soil. Experienced contractors or materials consultants can help local governments

examine road layers. Core samples should reveal:

- Number and thickness of layers
- Quality and composition of each layer
- Make up of subgrade soil
- Good or poor drainage

Knowing the layers of old asphalt, gravel and chip seal that make up the existing road helps in evaluating the cause of deterioration. It also points to which approach is the best for rebuilding the road to last. A sieve analysis of

Continues page 6

Pulverization gains traction on local roads

continued from page 1

Cost saving is an across-the-board consideration on all road projects. Advocates of the method say pulverization pulls the value out of initial road construction and subsequent overlays by blending in new materials and giving the materials in place new integrity.

base and subbase layers measures the amount of silt and clay and helps determine what, if any, stabilizers to use.

If a core sample includes subgrade soil, it confirms soil type and also answers the additives question. Does the mix of sand, clay, silt or other material create a firm or weak subgrade? If the latter, a stronger pulverized base and thicker reclaimed surface will spread the load better.

Ron Chamberlain, Adams County Highway Department Commissioner, says he depends on information from core samples for every aspect of a pulverization project. "Core samples really guide us from start to finish," Chamberlain says. "We hire a soils firm to analyze the cores and come up with a pavement design. The core tells us what if any aggregate to add after we pulverize and, finally, our additive contractor uses it to choose and apply the product that goes into the final shaping and grading of the recycled base."

Along with knowing road composition, local officials need to define traffic loads on the reconditioned road and factor that into the redesign. A low-volume secondary road requires fewer inches of reclaimed base than a primary road subject to heavy traffic.

Practical fix

Local governments around the state consider pulverization a practical fix for the worst roads, a proven solution tailored to conditions.

The City of Oak Creek has pulverized all low-rated roads since 1994. It contracts with an outside vendor for both the pulverization and paving work. Brian Johnston, a civil engineer with the city, reports that a stretch of road pulverized in 1994 and finished with a three-inch asphalt overlay, rated a 5 this year on the PASER scale, which generally calls for treatment with sealcoat or a thin, non-structural overlay.



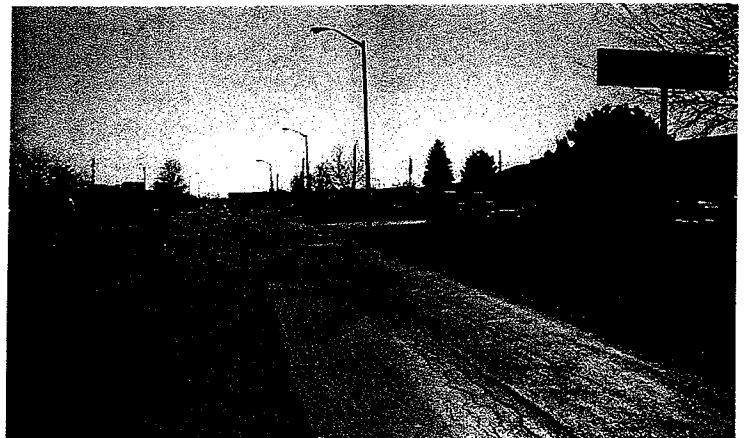
Cross section illustrates pavement layers typically involved in pulverization and combined in the recycled base materials.

Johnston describes a 2007 project reclaiming a deteriorated industrial park road that included first-time installation of curb and gutter. Drainage on the road improved from almost flat to a three-percent slope.

Crews pulverized 16–20 inches of asphalt and stone into a base. Despite raising the pavement anywhere from zero to 12 inches to accommodate the curb-and-gutter work, they had ground-up product to spare. "We always try to use all material on site and avoid hauling anything in to create the

base," Johnston says. After pulverizing more than 6,000 feet of pavement, the contractor actually hauled away about 425 cubic yards of excess material.

Without adding a stabilizing agent, the contractor graded the pulverized base, rolled it and let traffic back on the road for a period of time to pack it down and break up any large particles. After proof-rolling the road with a 20-ton truck to check for soft spots, crews applied a 6-inch asphalt overlay, appropriate to a road with heavy truck traffic.



Before ABOVE and after photos of a section of the Northbranch Industrial Park road the City of Oak Creek rehabilitated in 2007 using pulverization. The project also added curb and gutter elements.

Iowa County Highway Commissioner Leo Klosterman says seeing the results of pulverization on a stretch of CTH C next door in Sauk County persuaded him to consider the process three years ago. "It intrigued me as an option for projects here because we've got many miles of bad road where the banks and shoulders remain in good shape. A typical overlay repair would raise the road and create a steeper grade at the shoulder," Klosterman says. "Pulverization offers an alternative that doesn't disturb the ditch line or anything."

Rather than own or run the equipment to pulverize, Iowa County hires a contractor. County highway crews then spread the overlay, working from their own hot-mix plant. Klosterman says this approach makes best use of local resources and a downsized staff.

He reports that the first roads they treated with pulverization "are holding up well" with few if any cracking problems.

Stabilizing base and subsoil

Adams County ran its own reclaiming equipment for about six years. Today, with real competition in the private sector for pulverization projects, Chamberlain says he also finds it cost-effective to hire contractors with the latest equipment to handle pulverization. The county's positive experience with the process also inspired them to experiment with different methods of stabilizing the pulverized base and the subsoil underneath.

Since 2004, the county has used an additive on projects that Chamberlain says works exceptionally well. Using core sample readings as a guide, they add an asphalt emulsion to the pulverized product. HG Meigs of Portage was hired to prepare and spread CSS-1H, a cationic slow-setting asphalt emulsion designed to strengthen the recycled base.

An asphalt distributor truck spread the emulsion over the reclaimed material and a reclaimer followed behind to mix it in. Chamberlain says emulsion and application added between \$15,000 and \$20,000 to the per-mile cost. "The projects where we've used the oil show minimal cracking and awesome road stability," he notes.

Soil stabilization further strengthens the road foundations by improving the ability of weak soils to resist loads. The process mixes a stabilizer into the subsoil. Adams County, with instances of peat soils, is considering soil stabilization in its pulverization projects, using a mix of cement, fly ash and water.

Saving green, being green

For governments, cost saving is an across-the-board consideration on all road projects. Advocates of the method say pulverization pulls the value out of initial road construction and subsequent overlays by blending in new materials and giving the materials in place new integrity. Twenty years or more in practice, pulverization offers benefits for both saving green and being green.

- Reusing in-place material extracts more out of original investment
- Stronger base material require thinner surface layers
- Less hauling equals lower trucking costs
- Minimal use of virgin materials reduces impact on depleted aggregate sources

Kahl says FDR combined with the appropriate additive does, in his experience, produce a road that costs less over time than new construction and lasts longer. "Local governments are more cost conscious these days, but they need to look past initial costs to

analyze the life-cycle of a road," he notes. "We've worked on roads using this treatment that remain in good shape 20 years later."

Klosterman, Chamberlain and Johnston echo Kahl's assessment of cost savings. "Pulverization is very inexpensive for Oak Creek compared to hauling in new material," Johnston says. He compares the current cost of composite aggregate at \$15.50 per ton—not including haul costs—with the \$1.50 per square yard Oak Creek pays for pulverizing, shaping and compacting recycled material in place.

The Portland Cement Association estimates that costs for recycling a road normally run at least 25 to 50 percent less than removing and replacing pavement materials.

Innovation also plays a part. Chamberlain says Adams County plans to add crushed glass from a local recycling center to aggregate on future pulverization projects. The alternative appeals because it taps a nearby resource in an aggregate-poor area and puts another recycled material to good use.

Reliable approach for worst roads

Even well-timed and comprehensive maintenance cannot make a road last forever. They all face the need for rehabilitation sooner or later. Pulverization is a practical, reliable approach to restoring the worst roads—and one that, over time, reduces project impact on budgets and the environment. The experience of local governments across the state demonstrates pulverization is gaining traction as a better way to bring local roads back to life. ■

"Local governments are more cost conscious these days, but they need to look past initial costs to analyze the life-cycle of a road."

Resources

The Asphalt Recycling and Reclaiming Association defines various road reclaiming and recycling processes.

www.arra.org/content/category/6/20/35/

The Portland Cement Concrete Association describes the FDR method using cement as an additive.

www.cement.org/pavements/pv_sc_fdr.asp

U.S. Department of Transportation site features publications on studies related to asphalt recycling and pulverization.

www.dot.gov/

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Crack sealing: smart investment in tight times



Crack sealing is most effective when applied early in a pavement life cycle.

BUDGET TIGHTENING is a familiar theme right now for local governments across Wisconsin. The impact of maintaining operations through several seasons of rough weather coupled with an economic downturn and ongoing levy limits means cutbacks in many areas.

Where cuts might affect road maintenance projects, it is important to consider cost vs. benefit. Crack sealing is a maintenance treatment that effectively protects a community's pavement investment at a low cost. According to the Federal Highway Administration, timely use of crack sealing helps "extend pavement life past the point where the cost-benefit of added pavement life exceeds the cost of the operation."

Preventive maintenance

Tom Nelson, Professor of Civil Engineering at the University of Wisconsin-Platteville and an instructor for the Transportation Information Center (TIC) *Road Maintenance* workshops, likens crack sealing to sealing leaks in a roof *before* the contents inside a structure suffer damage.

"Like roof repairs, crack sealing is a necessary preventive measure that restores integrity to the road's surface and protects against worse consequences," Nelson says, noting it should be a proactive strategy rather than a stopgap.

Crack sealing is most effective when applied early in a pavement life cycle. The Pavement Surface Evaluation and Rating (PASER) system, used by local officials to

track road maintenance needs, advises crack sealing for pavements with ratings of 7 or 8. Generally, these pavements might exhibit intermittent transverse cracks, slight raveling or minimal signs of surface wear.

Sealing pavement cracks as soon as practical after they develop prevents water from entering the pavement base through the surface. Limiting moisture in the base helps maintain pavement strength. Sealing the surface also stalls additional deterioration of the surface crack.

Crack sealing combined with surface treatments is effective for

prolonging the road life of pavements with PASER ratings of 5 or 6 where longitudinal cracks are closer together and there is moderate to severe raveling.

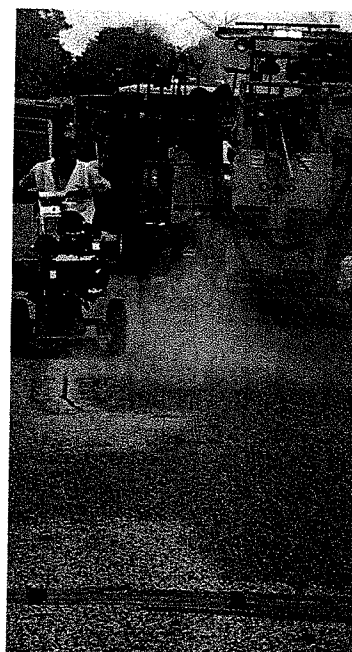
Plan with PASER

The PASER rating system is a valuable tool for planning ahead, says Bill Glatz, Jr., Project Manager for Wisconsin-based Fahrner Asphalt Sealers. He regularly helps local officials conduct the rating process, scouting stretches of pavement in the fall and again in spring to determine which ones are candidates for crack sealing.

"Any good, effective maintenance program begins with knowing your roads," Glatz notes. "Otherwise it's too easy to make bad decisions about which sections to treat and when crack sealing is the right treatment."

Scheduled crack sealing extends the life of a road system by more than 10 years if highway departments budget to keep the method as part of an annual maintenance plan, Glatz says. He estimates that at approximately \$2,500 per mile to seal cracks, departments can maintain 10 miles of road for what it costs to resurface a quarter-mile stretch of pavement.

Glatz and others note that certain types of cracks identified during a PASER evaluation do not lend themselves to crack sealing. Alligator cracking requires removing the pavement, strengthening weak base and subgrade material, and patching with new asphalt mix. It is not efficient or effective



Crack sealing is a low-cost, essential road maintenance method that helps local officials get more out of every lane mile in their jurisdictions.

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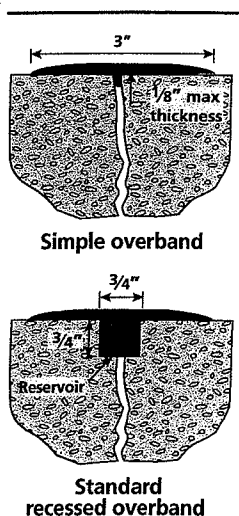
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Crack sealing: smart investment in tight times

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It is best to do crack sealing in spring or fall. Avoid high summer temperatures that cause cracks to be at their narrowest.



Crack sealing methods vary based on the condition of the crack.

to crack seal closely spaced block cracking. Surface treatments like a chip seal, slurry seal or micro surfacing work well on block cracking if there is no significant raveling or spalling of the cracks.

Review the process

Once crack sealing is an established essential road maintenance method, it is important to do the job right. TIC provides specifications on the crack sealing process in publications available to local officials. The basics include routing and cleaning cracks, placing the sealant and creating an overband finish.

These points highlight the process and cover some details that ensure good results.

- Use a router with a vertical spindle blade or radial cutters on a circular cutting head to cut a uniform and consistent sealant reservoir with vertical sides and a flat bottom.
- Configure the router so it is easy for the operator to follow straight or meandering cracks.
- Use an air compressor that prevents oil and water from entering the compressor hoses.
- Move the hot air lance at a speed that fully cleans and dries the crack without burning the pavement surface.
- Heat the sealant using an oil jacketed, double-boiler type kettle with agitation and recirculation system that delivers the sealant to the applicator wand at the recommended temperature.
- Coordinate hot air lance and sealant application work to minimize the time the crack remains open before sealing. *Rule of thumb is to run the sealing operation no more than 150 feet or five minutes (closer spacing is better) behind the hot air lance operation to keep the routed crack from cooling and condensing with moisture before sealing.*
- Fill the crack with sealant from the bottom up to avoid bridging and leaving voids.
- Overfill the cracks slightly and use a squeegee tool to create an overband one-inch wide on each side of the routed crack. *A narrow v-shaped or u-shaped squeegee works well.*
- Create an overband that is thin and feathered at the edges to minimize potential for pullout of the sealant during winter snowplowing operations.
- Allow sealant to cure before opening to traffic. *If necessary, dust the sealant with fine sand or cover it with single-ply tissue paper to prevent tracking.*

Choose best time, best materials

Sealing applications typically specify the use of a hot pour petroleum-based, rubber-modified product that meets the requirements of ASTM D6690. Under D6690, Type I is equivalent to the previous D1190 standard and Type II is equivalent to the previous D3405 standard.

It is best to do crack sealing in spring or fall. Avoid summer temperatures that cause cracks to be at their narrowest. When that happens, it is hard to fill with enough sealant to bridge the crack as it opens wider in cold temperatures. Extreme low temperatures also have a negative effect on the process. Crack sealing in winter when cracks are at their widest means excess sealant will form a small bump along the crack when temperatures warm up. The crack is well sealed, but ride quality suffers.

The specifications recommend crack sealing when weather conditions are dry and the pavement temperature is above 40°F. Do not seal when it is raining or rain is in the forecast. Follow the manufacturers temperature and weather recommendations.

Maintenance mainstay

While the routing and sealing procedure outlined here is a best-practice approach to getting long life and high performance from a crack-sealing project, local governments need to use the material and equipment that fit their budgets. They also need to evaluate their roads regularly and use that data to plan three or four years out, applying limited resources to effective and timely treatments. Crack sealing is a smart investment in both tight and prosperous fiscal times. It is a maintenance mainstay that effectively slows surface deterioration and provides additional years of useful pavement life.

Local officials involved in implementing pavement projects can learn how to recognize surface problems early and apply the right treatment at one of the TIC's Road Maintenance workshops in March. See details in the *Calendar* listing on page 12. ■

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Crack seal process, LEFT to RIGHT, involves routing the crack, cleaning it, filling with sealant and shaping an overband, allowing the repair to cure, and blotting excess sealant with layer of fine sand or tissue.

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"With the cost of asphalt, pulverizing would be cheaper than wedging and you end up with a better road."

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Managing local roads—10 ideas from the Town of Bradley

LIKE SCORES of towns around the state, Bradley had a problem. Many years of too much patching and no rebuilding had left the roads a mess. Then second home development around the lakes started booming, and so did summer traffic.

Fortunately, one resident had the know-how to guide essential improvements: former Town Board member Byron Lange who had

worked 37 years with the Lincoln County Highway Department. He agreed to be the town's part time construction and planning consultant. Now, a decade later, the worst roads are rebuilt and the rest are in line for upgrades, without breaking the bank.

How did they do it? The system boils down to planning, financial commitment, footwork, and communication, along with some

specific insider's tricks. Here are 10 town road management tactics that Lange used.

1) **Never do just an overlay.**

"An overlay looks pretty for about six months and then the old cracks come through," says Lange. First repair distressed areas and strengthen weak base. Then take advantage of pulverizing or milling to prepare the road for overlay. "With the cost of asphalt, pulverizing would be cheaper than wedging and you end up with a better road," he says.

Town of Bradley has many former gravel roads with a thin asphalt surface. To improve these roads they spread the surface with a minimum 4" of new gravel then pulverize. In one pass the pulverizer breaks up the old asphalt and mixes in the gravel. The thicker, stronger base is then graded and paved with an overlay.

"A lot of times look I'll look at the PASER ratings for an area with worse cracking or see where a road going across the swamp has rutted, and give it a little extra base," Lange says. They also add extra material—base and surface—on the insides of curves. This protects the pavement edge where drivers cut the corner and keeps shoulder gravel off the road.

2) **Pay by the ton on the road.**

After years of working with contractors, Lange doesn't like total project bids. "We bid per ton on the road because that way



BEFORE This narrow (17 ft), urban road had no drainage and many trees needed to be removed.



AFTER Now 22 ft wide, it has a new drainage ditch and improved curve. The town repaired lawns after the trees were cleared.

10 Tactics for town road managers

Never do just an overlay.

Pay by the ton on the road.

Do your legwork.

Work ahead.

Use smart timing to cut costs.

Collaborate with abutting landowners.

Send certified letters.

Pay yourself in advance.

Find outside money.

Get to know the people who know.

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Managing local roads

continued from page 1

we are paying for what we're getting," he says. When something on the job takes more asphalt than expected, the contractor is compensated and doesn't have to skimp on asphalt in another spot, says Lange.

To make this approach work requires a good tonnage estimate and collecting the weight tickets from asphalt trucks as they deliver. "Before we let out a project we measure the width and length, and consult a table to get a tonnage estimate," Lange says.



Get better paving bids by using smart timing and detailed specs.

"He gives details [in the specs] like the tonnage they want, length of road, width of road, and exactly what they want done in the projects. I wish other townships would copy his practices."

3) Do your legwork. Putting in time and effort up front really pays off, whether in developing a five year road plan, writing a grant proposal, or preparing bid specs. For example, with a multi-year plan already approved by the Town Board Lange can save money on contracts and easily meet application deadlines for LRIP and other grants. He can spread road improvement projects over two years. This helps even out the budget and avoids last minute surprises and costly delays.

Written bid specs also take legwork. The reward is a tight bid based on accurate estimates instead of one with some padding so the contractor can cover unknowns and extras.

"Byron is really good at putting a spec together," says Randy Scholz, Lincoln County Highway Commissioner, who often bids

on projects for the town. "He gives details like the tonnage they want, length of road, width of road, and exactly what they want done in the projects. Also, he doesn't expand the project after it's started and suddenly you're scrambling for people or you're a week behind."

Often, in Scholz's experience, a town will seek bids with a brief newspaper ad like: wanted 2000 tons of gravel. Then bidders must call for essential information like quality, delivery location, and deadlines. Confusion and inconsistency are common. "I wish other townships would copy his practices," says Scholz.

4) Work ahead. Are utilities in the path of a planned ditch improvement? The companies need lead time to fit your project into their budget and construction schedule. "Every year in the early spring I write to the utilities and tell them what roads we expect to work on," Lange says. "I do the same with the County Surveyor in January so they can move their monuments." Contacting DNR reps in November for the next year's work lets them inspect sites during slower winter months.

5) Use smart timing to cut costs. Offer a contractor work in the slow season and you'll generally get a lower bid. For example, Lange puts out bid requests in October for clearing trees from right-of-ways. "We have a number of smaller operators up here. If it's the right time of year they are looking for work. We got really good competitive bids on grubbing and stumping," he says. Similarly, in February paving contractors with gaps in their work schedules are likely to bid lower than in already-busy May.

Help a contractor be more efficient and he'll probably pass some savings on to you. Lange's bid specs have a 90-day period for starting the project, giving the contractor flexibility to arrange jobs and stage equipment at less cost. It's the same idea as paying lower electric rates for interruptible service.

"We give them a big enough window to work the job in when they have slack time. But once they start, they only have so much time to complete the job," says Lange. If they don't finish on time, there are penalties of around \$100 per day.

6) Collaborate with landowners. Cutting trees for road improvements can cause an uproar among landowners, especially in developed areas where every tree is on somebody's lawn. A variety of tactics are helpful, depending on the situation. "On some projects we call a town hall meeting," says Lange. "We walk the road together and show what trees have to go and why you have to do it. Probably 90% of the time it works out."

On heavily wooded roads, the landowner can actually make money from the cutting. A letter tells them they are entitled to the wood and gives dates, deadlines, and details. "For some it's enough to pay their taxes for a year or two," Lange says.

The town also accommodates landowners by making sure that driveways flow smoothly into rebuilt roads, even when that means more cutting and extra asphalt, and by making lawn repairs part of the project contract.

"People are sensitive. Granted it's the right-of-way, but they are trying to keep their yards decent. You don't want to go and screw it up for them," says Lange.

7) Send certified letters. With so many non-resident landowners, it is important that they are properly notified, especially for big projects with heavy cutting. "We send a certified letter to the address where they get their tax

"People are sensitive. Granted it's the right-of-way, but they are trying to keep their yards decent. You don't want to go and screw it up for them."

bills," Lange says. "They have to sign for it, so we know they got the letter."

8) Pay yourself in advance.

The price of replacing a grader or a truck with plows and sanders equals almost half the Town's annual road budget. You could raise taxes for one year, but people get upset, so equipment purchases tend to get put off. "When I got involved we had an 18-year-old truck. It needed to be replaced," says Lange.

A machinery fund makes buying equipment a lot easier and lets you do it sooner. It's like buying on time, but ahead of time. The fund grows as the annual budget pays depreciation for each piece of equipment. Depreciation amounts are calculated by dividing the purchase price by the useful life (from a schedule like WisDOT's for machinery equipment rental). Money stays in a separate account, invested through a local bank, until it is needed.

"We just got a new grader, and we had money in the pot to pay for it," says Lange. "We are able to replace the equipment before it starts to nickel and dime us." Dependable equipment is important because the town does its own winter maintenance.

9) **Find outside money.** Don't be afraid to borrow money. Some projects are just too big and too urgent to wait until the annual budget can cover them. Instead of putting the projects off or

canceling all other road work to get them done, it's better to borrow money.

Two through roads were unsafe and in bad shape. They needed fixing now, so the town decided to borrow \$500,000 from the state fund. "It wasn't an extra burden on the taxpayers. The payments came out of the highway budget, and the people have had a good road for seven years," says Lange. When the loan is paid off next year, the money can go to other road improvements.

Apply for grant funding. Lange got grant money from the statewide TRIP Discretionary program — twice. It paid half the cost of rebuilding the two worst roads. "We would not have been able to fix those roads without the TRIP-D money," Lange says. "There is money out there but you have to do your homework. You might as well try to get it because somebody else will if you don't, and you'll never get it if you don't try."

"There is money out there but you have to do your homework. You might as well try to get it because somebody else will if you don't."

10) Get to know the people

who know. Over the years, Lange has learned a lot from attending TIC workshops and telephone network programs. He also met many people at the regional WisDOT office and at the state level. When he had questions, they would get him answers or tell him who else to contact.

"A lot of people have the idea that people working for the county or the state are just



BEFORE Crass Road has many steep hills with very dangerous slopes, no drainage, and no place for snow removal.



AFTER Slopes now meet modern design requirements. Utilities are moved, trees cut, and ditches built. To pay for these improvements, including purchase of more right-of-way, the Town of Bradley applied for and got a statewide TRIP discretionary grant from WisDOT and used part of the \$500,000 it borrowed.

"leeches on the taxpayer and they won't help," says Lange. "But if they don't help it's because you don't ask. It's a shame."

The most important element needed to improve town roads is the town board, Lange says. "We have a town board that listens and understands. If you don't have a town board that decides they want to do something, you can pull the hair out of your head and get nothing done."

Contact TIC for material estimating tables. Sample bid documents are also available, on CD or in hard copy.



With a machinery fund you can replace expensive equipment as needed without raising taxes.

BROWN COUNTY PORT AND SOLID WASTE DEPARTMENT

2561 SOUTH BROADWAY
GREEN BAY, WI 54304

CHARLES J. LARSCHEID

PHONE (920) 492-4950 FAX (920) 492-4957

PORT AND SOLID WASTE DIRECTOR

MEMORANDUM

To: Planning, Development & Transportation Committee
From: Charles J. Larscheid – Port and Solid Waste Director
Date: October 20, 2010
Re: 2011 Port and Solid Waste Area Budget

The Port and Solid Waste Department is separating the 2011 Budget into the Transfer Station, Gas-To-Energy, Household Hazardous Waste, Recycling and General Office Cost Center budgets. Specific expenses and revenues are now budgeted directly to the Cost Centers. General Office expenses are passed on to the individual Cost centers by an allocated Intra-Departmental charge. This charge is calculated by the percentage of Department employees working in the Cost Centers.

The 2011 Budget is influenced by the following factors:

SOLID WASTE

- 2011 will be the last year of hauling and disposing of waste in the Winnebago County Landfill. In 2012, Winnebago will close and Outagamie County's Northeast Expansion Landfill will open and become the BOW regional Landfill. While the costs of operating Outagamie County's new landfill are not yet known, Brown County's waste hauling costs should decrease because of the decrease in miles to the new site.
- The BOW Single Stream Facility will enter its 2nd full year of operation in 2011. It is operating within estimated budgets and Brown County should have all of its former municipal customers back using its recycling program. Brown County is again budgeting 90% of the net revenue from recycling to be returned to its customers. Net profit from recycling is estimated to drop in 2011 due to weakening resale markets.
- The Waste Transfer Station Regular Waste Tipping Fee is proposed to increase by \$1.00 to \$39/ton or 2.63%. This action is needed because of the anticipated increase in the Winnebago Landfill cost of \$1/ton. The true cost of the Transfer Station/Landfill portion of the Department's operation is over \$40/ton so operations are run at a deficit, with the balance in funding coming out of Unrestricted Cash Fund reserves. By running the Waste Transfer Station at a deficit, the Department's Unrestricted Cash Fund is expected to decrease to \$731,143 from \$1,307,436 in 2011.
- To decrease the cost of the Port and Solid Waste Department's operations, we have decreased staffing (Table of Organization) to 13.48 Full Time Equivalent employees (FTE) from 14.40 FTE. The specific cuts to staffing are as follows:
 - Decrease the Typist position to .58 Full Time Equivalents (FTE) from 1 FTE. This will save \$19,245 annually in staff expenses. This position will become a part-time position will extra budgeted hours for Account Clerk vacation coverage.
 - Decrease the Student Intern position to 1 FTE from 1.50 FTE. This will save \$9,696 annually.
- The Household Hazardous Waste Program is budgeting a \$19,000 Clean Sweep Grant from WI-DATCP.
- A \$20,000 increase in HHW Program partner contributions is budgeted to help cover an estimated \$104,000 budget shortfall.

6

PORT

- The Port Area will participate in the federal closure of Renard Isle and restoration of the Cat Island Chain in the lower Bay of Green Bay.
- A Great Lakes' Restoration Initiative of \$2M was received to load, haul and place cover materials on Renard Island.
- A \$1.5M Great Lakes' Restoration Grant was received to construct 1.5 miles of structural 'spine' of the Cat Island's protective core.

DEPARTMENT

The Port and Solid Waste Department is budgeting in 2011 to transfer \$157,099 for Rent revenues and \$34,019 for 'In Lieu of Taxes' payments for properties to the County's general fund.

Brown County Highway Contract

SCHEDULE "A"

The Employer agrees to pay the following rates of pay for the various classifications of work:

TABLE 12

Classification		Effective Date	Start 01	3 Months 02	6 Months 03
A	Chief Blacksmith Foreman/Traffic	12/28/08	\$21.19	\$21.44	\$21.69
		06/28/09	\$21.52	\$21.77	\$22.02
A1	Chief Mechanic	12/28/09	\$21.80	\$22.05	\$22.30
		06/28/09	\$22.12	\$22.37	\$22.62
D	1 st Mechanic Blacksmith	12/28/08	\$20.80	\$21.05	\$21.30
		06/28/09	\$21.12	\$21.37	\$21.62
E	Night Mechanic Shop Helper Bridge Crew/Blacksmith Facility Mechanic	12/28/09	\$20.64	\$20.89	\$21.14
		06/28/09	\$20.96	\$21.21	\$21.46
F	Track Tractor Operator Scraper Operator Grader Operator – Construction Grader Operator – w/Plow & Wing (12/01–04/01) Truck Operator – w/Plow & Wing (12/01–04/01) Blacktop Layout / Construction Grader Operator Construction Grade Man Excavator Operator Construction Compactor / Laborer Loader Operator – Construction	12/28/08	\$20.33	\$20.58	\$20.83
		06/28/09	\$20.64	\$20.89	\$21.14
G	Grader Operator (base rate) Paver Backtender Paver Operator Fuel Man / Shop Worker Crack Sealer Operator Steel Roller Operator	12/28/09	\$20.28	\$20.53	\$20.78
		06/28/09	\$20.59	\$20.84	\$21.09
H	Bridge Crew Worker Sweeper Operator Stockroom Assistant / Building Maintenance Power Sweeper Broom Operator Batwing Mower Operator	12/28/08	\$20.25	\$20.50	\$20.75
		06/28/09	\$20.56	\$20.81	\$21.06
I	Truck Driver Sign Shop Worker Loader Operator – Yard	12/28/09	\$20.15	\$20.40	\$20.65
		06/28/09	\$20.46	\$20.71	\$20.96

1/1/10

10/1/10

22.46

22.57

23.07

23.19

22.05

22.16

21.89

22.00

21.58

21.69

21.51

21.62

21.48

21.59

21.38

21.49

Equal Rights Division
Labor Standards Bureau
P. O. Box 8928
Madison, Wisconsin 53708
(608) 266-6860

**FINAL DETERMINATION
ANNUAL PREVAILING WAGE RATE SURVEY DATA
BROWN COUNTY**

Compiled by the State of Wisconsin
Department of Workforce Development
Pursuant to s. 103.50, Stats.
For All State Highway Projects
Issued on May 1, 2010

CLASSIFICATION: Contractors are required to call the Department of Workforce Development if there are any questions regarding the proper trade or classification to be used for any worker on a public works project.

OVERTIME: Time and one-half must be paid for all hours worked over 10 hours per day and 40 hours per calendar week and for all hours worked on Saturday, Sunday and the following six (6) holidays: January 1; the last Monday in May; July 4; the 1st Monday in September; the 4th Thursday in November; December 25; the day before if January 1, July 4 or December 25 falls on a Saturday; the day following if January 1, July 4 or December 25 falls on a Sunday.

FUTURE INCREASE: If indicated for a specific trade or occupation, the full amount of such increase MUST be added to the "TOTAL" indicated for such trade or occupation on the date(s) such increase(s) becomes effective.

PREMIUM PAY: If indicated for a specific trade or occupation, the full amount of such pay MUST be added to the "HOURLY BASIC RATE OF PAY" indicated for such trade or occupation, whenever such pay is applicable.

SUBJOURNEY: Wage rates may be available for some of the classifications indicated below. Any employer that desires to use any subjourney classification on a project MUST request the applicable wage rate from the Department of Workforce Development PRIOR to the date such classification is used on such project. Form ERD-10880 is available for this purpose and can be obtained by writing to the Department of Workforce Development, Equal Rights Division, P.O. Box 8928, Madison, WI 53708.

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	\$	\$	\$
Bricklayer, Blocklayer or Stonemason	31.46	15.45	46.91
Future Increase(s): Add \$1.95 05/31/2010			
Carpenter	27.51	13.46	40.97
Cement Finisher	28.15	13.16	41.31
Electrician	27.27	14.91	42.18
Fence Erector	11.00	0.00	11.00
Ironworker	27.93	20.59	48.52
Line Constructor (Electrical)	34.57	25.33	59.90
Painter	28.00	11.15	39.15
Pavement Marking Operator	23.46	9.45	32.91
Piledriver	28.01	13.46	41.47
Roofer or Waterproofer	18.00	5.30	23.30
Teledata Technician or Installer	21.08	10.68	31.76
Tuckpointer, Caulker or Cleaner	17.00	0.00	17.00
Underwater Diver (Except on Great Lakes)	33.00	13.26	46.26
Heavy Equipment Operator - ELECTRICAL LINE CONSTRUCTION ONLY	41.97	5.10	47.07
Light Equipment Operator -ELECTRICAL LINE CONSTRUCTION ONLY	27.66	17.28	44.94
Heavy Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	24.20	12.02	36.22
Light Truck Driver - ELECTRICAL LINE CONSTRUCTION ONLY	22.47	11.78	34.25
Groundman - ELECTRICAL LINE CONSTRUCTION ONLY	19.01	10.27	29.28

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY \$	HOURLY FRINGE BENEFITS \$	TOTAL \$
TRUCK DRIVERS			
Single Axle or Two Axle	22.25	15.69	37.94
Three or More Axle	22.74	14.22	36.96
Articulated, Euclid, Dumptor, Off Road Material Hauler	26.37 + 1.85 = 24.52	21.49	41.87
Future Increase(s): Add \$1.85/hr on 6/1/10; Add \$1.95/hr on 6/1/11; Add \$2/hr on 6/1/12; Add \$2/hr on 6/1/13. Premium Pay: For "Airport Pavement or State Highway Construction" project type only, add \$1.50/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Pavement Marking Vehicle	22.25	12.99	35.24
Shadow or Pilot Vehicle	22.25	15.69	37.94
Truck Mechanic -- 7 Diesel or Heavy Equip	22.74	14.22	36.96

LABORERS

General Laborer	26.37 - 1.00 = 24.77	21.49	37.17
Future Increase(s): Add \$1.60/hr on 6/1/2010; Add \$1.60/hr on 6/1/2011; Add \$1.60/hr on 6/1/2012; Add \$1.70/hr on 6/1/2013; Add \$1.60/hr on 6/1/2014. Premium Pay: Add \$.10/hr for topman, air tool operator, vibrator or tamper operator (mechanical hand operated), chain saw operator and demolition burning torch laborer; Add \$.15/hr for bituminous worker (raker and luteman), formsetter (curb, sidewalk and pavement) and strike off man; Add \$.20/hr for blaster and powderman; Add \$.25/hr for bottomman; Add \$.35/hr for line and grade specialist; Add \$.45/hr for pipelayer. Effective 6/1/09 for "Airport Pavement or State Highway Construction" project type only, add \$1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Asbestos Abatement Worker	17.46	0.00	17.46
Landscaper	24.77	12.40	37.17
Future Increase(s): Add \$1.60/hr on 6/1/10; Add \$1.60/hr on 6/1/11; Add \$1.60/hr on 6/1/12; Add \$1.70/hr on 6/1/13; Add \$1.60/hr on 6/1/14. Premium Pay: Effective 6/1/09 for "Airport Pavement or State Highway Construction" project type only, add \$1.25/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Flagperson or Traffic Control Person	19.55	12.78	32.33
Fiber Optic Laborer (Outside, Other Than Concrete Encased)	16.98	10.52	27.50
Railroad Track Laborer	22.41	3.31	25.72

HEAVY EQUIPMENT OPERATORS

Crane, Tower Crane or Derrick, With or Without Attachments, With a Lifting Capacity of Over 100 Tons; Crane, Tower Crane or Derrick, With Boom, Leads and/or Jib Lengths Measuring 176 Feet or Over	33.82 + 1.85 = 31.97	21.64	49.32
Future Increase(s): Add \$1.85/hr on 6/1/10; Add \$1.95/hr on 6/1/11; Add \$2/hr on 6/1/12; Add \$2/hr on 6/1/13. Premium Pay: For "Airport Pavement or State Highway Construction" project type only, add \$1.50/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			

We use College students majority of Time

TRADE OR OCCUPATION	HOURLY BASIC RATE OF PAY	HOURLY FRINGE BENEFITS	TOTAL
	\$	\$	\$
cleanup after such time period).			
Crane, Tower Crane or Derrick, With or Without Attachments, With a Lifting Capacity of 100 Tons or Under; Crane, Tower Crane or Derrick, With Boom, Leads and/or Jib Lengths Measuring 175 Feet or Under; Backhoe (Track Type) Having a Mfr.'s Rated Capacity of 130,000 Lbs. or Over; Caisson Rig; Pile Driver; Dredge (Not Performing Work on the Great Lakes)	31.47	17.35	48.82
Future Increase(s): Add \$1.85/hr on 6/1/10; Add \$1.95/hr on 6/1/11; Add \$2/hr on 6/1/12; Add \$2/hr on 6/1/13. Premium Pay: For "Airport Pavement or State Highway Construction" project type only, add \$1.50/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Backhoe (Track Type) Having a Mfr.'s Rated Capacity of Under 130,000 Lbs.; Tractor or Truck Mounted Hydraulic Backhoe; Gradall (Cruz-Aire Type); Mechanic or Welder; Bulldozer or Endloader; Grader or Motor Patrol; Scraper (Self propelled or Tractor Drawn) 5 cu yards or more capacity; Concrete Pump, Grout Pump or Concrete Conveyor (Rotec or Bidwell Type); Concrete Breaker (Manual or Remote); Concrete Batch Plant; Power Subgrader; Concrete Spreader; Concrete Paver; Concrete Grinder or Planing Machine; Concrete Conveyor System; Concrete Slipform Placer Curb and Gutter Machine; Asphalt Plant; Asphalt Paver; Asphalt Screed; Asphalt Milling Machine; Roller (Over 5 Ton); Shouldering Machine; Boring Machine (Horizontal, Vertical or Directional); Air Track, Rotary or Percussion Drilling Machine; Straddle Carrier or Travel Lift; Trencher; Post Hole Digger or Driver; Tug or Launch (Not Performing Work on the Great Lakes)	30.97	17.35	48.32
Future Increase(s): Add \$1.85/hr on 6/1/10; Add \$1.95/hr on 6/1/11; Add \$2/hr on 6/1/12; Add \$2/hr on 6/1/13. Premium Pay: For "Airport Pavement or State Highway Construction" project type only, add \$1.50/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Farm or Industrial Type Tractor; Greaser; Compactor (Self-Propelled); Concrete Saw (Vermeer Type); Concrete Bump Cutter or Grooving Machine; Tining or Curing Machine; Roller (5 Tons or Under); Broom or Sweeper; Environmental Burner	30.97	17.35	48.32
Future Increase(s): Add \$1.85/hr on 6/1/10; Add \$1.95/hr on 6/1/11; Add \$2/hr on 6/1/12; Add \$2/hr on 6/1/13. Premium Pay: For "Airport Pavement or State Highway Construction" project type only, add \$1.50/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Oilier; Crusher, Screening or Wash Plant; Air Compressor; Generator; Pump (3 Inch or Over) or Well Points; Forklift; Skid Steer Loader (With or Without Attachments); Skid Rig; Stump Chipper; Mulcher; Vibratory Hammer or Extractor	30.97	17.35	48.32
Future Increase(s): Add \$1.85/hr on 6/1/10; Add \$1.95/hr on 6/1/11; Add \$2/hr on 6/1/12; Add \$2/hr on 6/1/13. Premium Pay: For "Airport Pavement or State Highway Construction" project type only, add \$1.50/hr for work on projects involving temporary traffic control setup, for lane and shoulder closures, when work under artificial illumination conditions is necessary as required by the project provisions (including prep time prior to and/or cleanup after such time period).			
Fiber Optic Cable Equipment	22.79	15.30	38.09
Work Performed on the Great Lakes Including Diver; Wet Tender or Hydraulic Dredge Engineer	31.12	16.41	47.53
Work Performed on the Great Lakes Including Crane or Backhoe Operator; Mechanic or Welder; Assistant Hydraulic Dredge Engineer; Hydraulic	33.90	17.19	51.09

<u>TRADE OR OCCUPATION</u>	<u>HOURLY BASIC RATE OF PAY</u>	<u>HOURLY FRINGE BENEFITS</u>	<u>TOTAL</u>
	\$	\$	\$
Dredge Leverman or Diver's Tender			
Work Performed on the Great Lakes Including Deck Equipment Operator or Machineryman (Maintains Cranes Over 50 Tons or Backhoes 115,000 Lbs. or more); Tug, Launch or Loader, Dozer or Like Equipment When Operated on a Barge, Breakwater Wall, Slip, Dock or Scow, Deck Machinery	30.20	17.08	47.28
Work Performed on the Great Lakes Including Deck Equipment Operator; Machineryman or Fireman (Operates 4 Units or More or Maintains Cranes 50 Tons or Under or Backhoes 115,000 Lbs. or Under), Deck Hand, Deck Engineer or Assistant Tug Operator.	30.20	17.08	47.28

The following statutory provisions apply to all state highway projects based on bids as provided in s. 84.06 (2), Stats. and are set forth below pursuant to the requirements of s. 103.50 (6), Stats.

(2) PREVAILING WAGE RATES AND HOURS OF LABOR. No person described in sub. (2m) in the employ of a contractor, subcontractor, agent or other person performing any work on a project under a contract based on bids as provided in s. 84.06 (2) to which the state is a party for the construction or improvement of any highway may be permitted to work a longer number of hours per day or per calendar week than the prevailing hours of labor determined under sub. (3); nor may he or she be paid a lesser rate of wages than the prevailing wage rate in the area in which the work is to be done determined under sub. (3); except that any such person may be permitted or required to work more than such prevailing hours of labor per day and per calendar week if he or she is paid for all hours worked in excess of the prevailing hours of labor at a rate of at least 1.5 times his or her hourly basic rate of pay.

(7) PENALTIES. (a) Except as provided in pars. (b), (d) and (f), any contractor, subcontractor or agent thereof who violates this section may be fined not more than \$200 or imprisoned for not more than 6 months or both. Each day that any such violation continues shall be considered a separate offense.

(b) Whoever induces any individual who seeks to be or is employed on any project that is subject to this section to give up, waive or return any part of the wages to which the individual is entitled under the contract governing such project, or who reduces the hourly basic rate of pay normally paid to an employee for work on a project that is not subject to this section during a week in which the employee works both on a project that is subject to this section and on a project that is not subject to this section, by threat not to employ, by threat of dismissal from such employment or by any other means is guilty of an offense under s. 946.15 (1).

(c) Any person employed on a project that is subject to this section who knowingly permits a contractor, subcontractor or agent thereof to pay him or her less than the prevailing wage rate set forth in the contract governing such project, who gives up, waives or returns any part of the compensation to which he or she is entitled under the contract, or who gives up, waives or returns any part of the compensation to which he or she is normally entitled for work on a project that is not subject to this section during a week in which the person works both on a project that is subject to this section and on a project that is not subject to this section, is guilty of an offense under s. 946.15 (2).

(d) Whoever induces any individual who seeks to be or is employed on any project that is subject to this section to permit any part of the wages to which the individual is entitled under the contract governing such project to be deducted from the individual's pay is guilty of an offense under s. 946.15 (3), unless the deduction would be permitted under 29 CFR 3.5 or 3.6 from an individual who is working on a project that is subject to 40 USC 276c.

PREVAILING WAGES - FRINGE BENEFITS

Important Points:

- 1). Fringe benefits must be calculated individually for each employee. Do NOT use an "average" for all employees.
- 2) Only the employer-paid portion may be used to calculate the hourly value of fringe benefits.
- 3) Fringe benefits do not include "benefits" an employer is required to provide by law. E.g., Worker's Compensation, Unemployment Insurance, Social Security, ~~payment of classroom time for apprentices.~~
- 4) Fringe Benefits do NOT include payment for tools, uniforms, vehicle use, mileage, meals or lodging.
- 5) Typical allowable fringe benefits include:
 - a) health, life, dental insurance (employer's contribution)
 - b) paid days off: holidays, vacation
 - c) retirement, pension, 401k (employer's contribution)
 - d) bonuses, profit sharing
 - e) some training funds
- 6) Non-traditional fringe benefits should be submitted to the Department for approval.

Accepted Renard Isle bid higher than others

\$2.4M contract awarded
to Milwaukee company is
more than 3 times local offers

BY TONY WALTER

twalter@greenbaypressgazette.com

The federal government has awarded the contract to build a causeway to Renard Isle to a Milwaukee company for more than three times what two Green Bay-area companies bid, a difference of more than \$1.7 million.

The U.S. Army Corps of Engineers negotiated a \$2,423,336 contract with Nuvo Construction Co. Inc. to build the 850-foot causeway that will be used to haul material to eventually cover contaminated Fox River sediment deposited on the island as late as the early 1990s.

Construction of the causeway is scheduled to begin in the coming weeks.

PTS Contractors Inc., of the town of Eaton, and Advance Construction Inc., of the village of Howard, were the only two bidders on the project. PTS bid \$684,046, and Advance put in a bid of \$763,602.

The Corps notified those companies that their bids were rejected because they are not located in Hub Zones, a requirement established by the Corps when the bids were sought.

"Let's put it in dollars and cents. There are \$1,740,000 of misdirected funds is the way I look at it. It's like some form of embezzlement. I'm appalled. They're making a mockery of the whole bid process."

Glenn Joski, president of Advance Construction Inc. in Howard

Hub Zones are areas established by the Small Business Administration to generate economic development. Brown County, however, does not have any Hub Zones.

With no qualified bidders and only two weeks remaining in the fiscal year, Corps officials sought advice from the Small Business Administration in Wisconsin and decided to use a federal program that assigns contracts to businesses owned by minorities or women.

Nuvo was the only company that responded, according to Marilyn Hill, chief of the Corps contracting office in Detroit. It is a Hispanic-owned business that has contracted with the Corps in the past.

"We're comfortable with the award we made," said Hill.

Hill said Nuvo might sublet some of the work, but said the company plans to do much of the work itself.

The Independent Government Estimate, a wing of the Army Corps of Engineers, forecast that the Renard Isle project would cost about \$2.5 million.

Owners of the Brown County companies expressed anger and frustration.

"Let's put it in dollars and cents," said Glenn Joski, president of Advance, who employs between 50-60 people. "There are \$1,740,000 of misdirected funds is the way I look at it. It's like some form of embezzlement. I'm appalled. They're making a mockery of the whole bid process."

Greg Joski, his brother and president of PTS that employs 48 people, said he knew about the Hub Zone requirement but figured he would be considered if no Hub Zone companies submitted bids.

"Obviously, with economic times the way they are, it's tough to swallow something like this," he said. "It's not fair."

DRAFT

TO OUR U.S. SENATORS and CONGRESSMAN

**RESOLUTION TO URGE THE U.S. ARMY CORPS OF ENGINEERS TO
AWARD THE CONTRACT FOR THE CONSTRUCTION OF THE RENARD
ISLAND CAUSEWAY TO THE LOW BIDDER AFTER REBIDDING THE
PROJECT**

WHEREAS, the Army Corps of Engineers requested bids to build a causeway from Bay Beach to Renard Island; and

WHEREAS, two Brown County companies, PTS Contractors, and Advance Construction, submitted bids for approximately \$700,000; and

WHEREAS, the Army Corps of Engineers negotiated with Nuvo Construction of Milwaukee County to build the causeway for over \$2.4 million; and

WHEREAS, the causeway could be built by a Brown County company at a significant savings to the taxpayers of over \$1.7 million; and

WHEREAS, awarding this contract to a Brown County company would create jobs and have a positive economic impact to Brown County; and

WHEREAS, at a time when we are experiencing the worst economic conditions since the Great Depression, we need to be mindful of wasting taxpayer dollars,

NOW, THEREFORE, BE IT RESOLVED that the Brown County Board of Supervisors requests our U.S. Senators and Congressman to urge the Army Corps of Engineers to award the contract to build the Renard Island Causeway to the low bidder after rebidding the project.